Cariboo – Region 5

Transportation Committee Recommendations

FREEDOM TO MOVE

TRANSPORTATION COMMITTEE RECOMMEMDATIONS

Region 5 Cariboo

prepared by:
The Regional Transportation Committee
Region 5 Cariboo
June 17, 1989.

June 30th, 1989.

Honourable Bruce Strachan
Minister of State for Cariboo
Responsible for the Environment
Parliament Buildings
Victoria, B.C.
V8V 1X4

re: Cariboo Transportation Recommendations on transportation infrastructure for Cariboo Region 5

Honourable Minister Strachan;

On behalf of the Cariboo Regional Transportation Committee (RTC) and myself please accept the attached report "*Cariboo - Region 5 Transportation Committee Recommendations.*"

The challenge has been met. Over the last six months the RTC members, Government staff and the Consultant have worked hard to present to your Ministry and the Ministry of Transportation & Highways a comprehensive view of Cariboo's highway, rail, air and ferry transportation issues.

We have solicited these views from Cariboo residents who presented oral and written submissions at the fifteen public meetings that were held in the various communities throughout the Cariboo. It is our belief that this report is an accurate and timely document that reflects the views, concerns and perspectives of these people.

In closing, let me assure the Honourable Minister that speaking for myself and on behalf of the Committee we have thoroughly enjoyed this assignment. Working closely with the staff of the Ministries of State and Transportation & Highways, as well as meeting and conversing with the people of the Cariboo has been a most enjoyable experience for all of us.

Sincerely yours,

W.R. Whalley

Mayor W.R. Whalley, District of Mackenzie
Chairman, Cariboo Regional Transportation Committee

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Acknowledgements

The Cariboo Regional Transportation Committee

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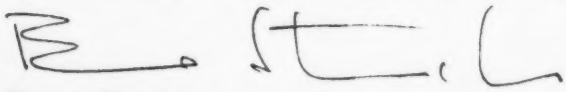
Steve Kolida *Mayor, Village of McBride*	*Hans Lutter* *Village of Anahim Lake*	*John Dobbs* *Village of 100 Mile House*

Clearly, without the dedication of the Regional Transportation Committee members the task of collecting information on the Cariboo Region's transportation issues would not have been possible.

These individuals as well as the numerous individuals who have taken the time to prepare and present their transportation issues, concerns and perspectives to the committee have greatly assisted my Ministry as well as the Honourable Neil Vant's Ministry of Transportation & Highways.

On behalf of Mr. Vant and myself we are truly grateful.



Bruce Strachan
Minister of State for Cariboo
Responsible for Environment

Chapter 1 Executive Summary

Setting the Stage

In the fall of 1988, the Honourable Neil Vant unveiled a major transportation baseline study by the Delcan Corporation. Concurrent with that unveiling, the Minister announced a major transportation planning exercise involving his Ministry and the Ministers of State for each of the eight Development Regions.

Regional Transportation Committees were struck by each of the Ministers of State, the assistance of consultants were obtained and a process of public consultation commenced in late March.

Formal public hearings were conducted throughout the Cariboo Development Region during April. Input, impressions, perspectives and technical data were gathered from the public at large and representatives of industries who held an interest in four modes of transportation - road, rail, air or ferry links.

The Minister of Transportation and Highways has stated that the Province expects to repeat a similar process of public consultation with respect to transportation issues on a yearly basis.

The report that follows is clearly a "first cut" in the process and it provides incentives for follow-up work, capital projects and studies to verify the viability and applicability of some proposals.

Clearly, without the dedication of the Honourable Bruce Strachan, Minister of State Cariboo, his Committee Chairman Mayor Bill Whalley and the community representatives on the Committee, the project would not have been able to solicit the valued comments obtained.

Significant input from regional staff in the Ministry of Transportation and Highways, the Ministry of Regional Development and the Consultant Ross Belyea have resulted in a concise compendium of major transportation issues and recommendations.

Four modes of transportation were reviewed although it becomes quite evident that in the Cariboo Development Region the main issues relate to highways and air services.

Major Transportation Issues

Overview

Information gathered from the various public meetings strongly indicated that the regional transportation infrastructure is meeting the demands and needs for the people of the Cariboo Development Region. Due to the location and nature of the Region, most of the issues relate to highways or airports.

Naturally, as would be expected in servicing the needs of such a vast area, there are numerous site specific transportation concerns and issues that must be addressed. Even though the majority of the Cariboo Development Region residents are accepting and compliment of the highway system they definitely feel that there is room for improvement.

The most important transportation issue to the people of the Cariboo Development Region is the need to maintain and enhance the Cariboo Development Region's existing highway infrastructure before new highway projects are undertaken.

Therefore, with information supplied by the various local governments, businesses, associations, groups and individuals, the Regional Transportation Committee (RTC) rated Highway 97 as the top priority when allocating project dollars to highway needs in the Cariboo Development Region. All identified and independent projects such as bridges, by-passes and other transportation needs were weighted and rated within the major north south connector route provided by Highway 97.

While it is important that RTC identified Highway 97 as the top transportation issue in the Cariboo Development Region, it must not overshadow the aspirations of many of the communities to the future economy of the Cariboo Development Region. Feeling a need to diversify their economy the people are looking to the enhancement of tourism. The Goat River Road Connector from Quesnel to Barkerville to McBride is viewed by many communities as a vital economic component to the future of the Cariboo Development Region. However, it is generally agreed by the RTC that the economies of the Cariboo Development Region are dependent on resource extraction activities and transportation planning must, for now, ensure that these economies are not adversely affected by a re-allocation of capital expenditures from Highway 97 to other projects.

In summary, the importance of Highway 97 to the Cariboo Development Region cannot be understated. There is however, a vital requirement to study the economic, socio-economic, engineering and environmental issues on projects such as the Goat River Road to ensure that the Cariboo Development Region is able to take advantage of opportunities in tourism and other sectors.

Highways

Highway 5

It is generally felt that Highway 5 needs upgrading. This highway sees heavy usage, especially by truckers, twelve months of the year and extremely heavy traffic during the summer tourism season. Improvements to the highway should included widening, straightening and the addition of passing lanes.

Highway 16

The junction of Highway 16 and Highway 5 at Tete Jeune Cache could be redesigned to facilitate easier traffic flow and alleviate confusion. Several areas require revamping and there are a series of particularly dangerous curves on route to Prince George from McBride. Highway 16 west of Prince George is generally viewed as acceptable and requires continued maintenance and enhancement as traffic volumes increase.

Highway 20

Highway 20 from Williams Lake to Bella Coola provides a economic link vital to the Chilcotin area. The road extension from Anahim Lake to Vanderhoof presents economic benefits to some and economic and environmental downsides to others. However, tied to the Bella Coola ferry and with the agricultural economies having difficulty, there is a need to address this connector route that is seen as providing potential for tourism as well as for mining, oil and gas exploration. The consensus of the RTC is that this area should be thoroughly studied and development should proceed slowly and carefully.

Highway 24

This highway taps into Highway 97 and is generally regarded as being well maintained with some trouble spots. The RTC concluded that the highway is a good road at present, presents no major problems, and should be finished as funding becomes available in the near future.

Highway 39

The highway is viewed as having regional significance in its access to resources in the area. It is a heavily used highway that has addressed all the significant impacts, engineering and environmental, and, with the exception of some identified trouble spots, is considered to be in a good state of repair. It is presently meeting the economic and social needs of the area and the priority to transportation issues and concerns, while very important, should be secondary to the needs of Highway 97.

Highway 97

Highway 97 is the major north-south connector route in the Cariboo Development Region and is the top highway priority for the Region.. All specific projects, such as proposed by-pass projects in 100 Mile House and Quesnel, and the need to keep Highway 97 up to standard are the top priority of the RTC. The northern section of Highway 97 from Prince George to Mackenzie has been specifically identified by both the City of Prince George and the Regional District of Fraser-Fort George as needing significant improvements.

Highway Summary
In summary, the many submissions and comments from the people of the Cariboo Development Region are unanimous in their opinion of the importance of Highway 97 to the Region. All considerations for capital expenditures to other highway projects should be contrived and compared to the continued enhancement and upkeep of Highway 97. (refer to Cariboo Highway Ratings Map page 7)

As well the need for increased maintenance and rehabilitation funding is apparent. Bridges and roads must not be allowed to deteriorate to the point where they have to be totally reconstructed.

Air
Air transportation is viewed by many of the communities as vital to the Regional economy and liveability of many who rely on air service for easy access to remote locations. In virtually every community there were expressed needs to extend and/or pave runways, supply additional or new navigational lighting, and enhance or build new terminal facilities.

Often the common motivators for change were safety improvements, access for Medivac services, enhancement of tourism industry and widening the scope of aircraft use.

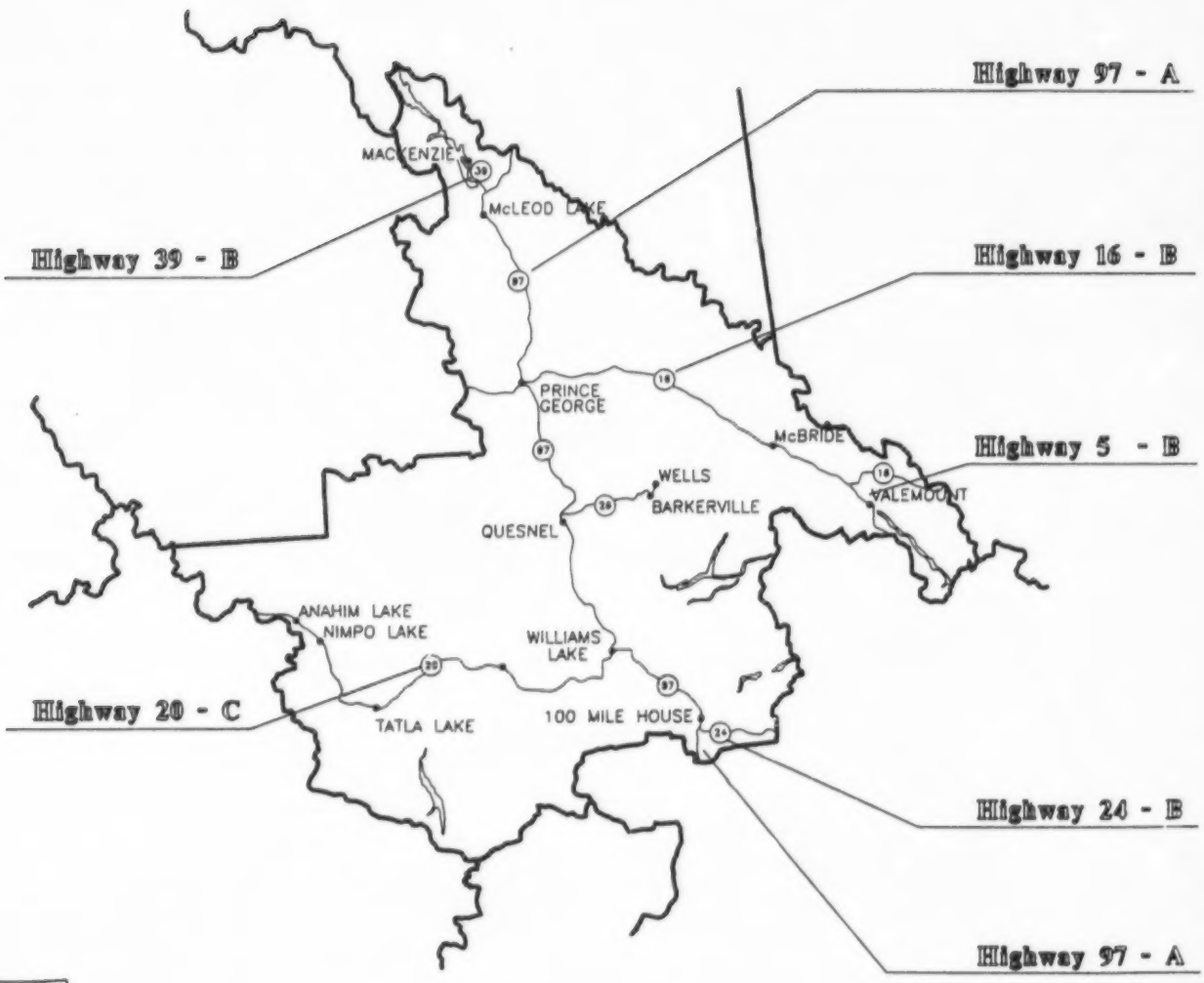
Community airports should be built to a minimum standard that facilitates the safe access by the provincial governments Medivac aircraft.

Rail
The rail service in the Cariboo Development Region is generally regarded as sufficient to meet the present demands of the residents in the region; however, it is important to note that there is a perception held by the residents of the Cariboo Development Region that if the B. C. Government were to supply incentives to the CNR to move heavier loads via rail, instead of using truck traffic, there would be significant capital and road maintenance savings.

In terms of passenger service, the improvement in schedules and rolling stock and station facilities on the BCR and VIA rail systems would provide an alternative to highway and air travel. Existing scheduling and changes to VIA rail do not provide a viable alternative for passenger service in the Region. Additionally, a restrictive policy of not handling less than "carload" reduces the ability of freight shipment to communities such as McBride. B. C. Rail has improved its passenger service to Vancouver from Prince George and the service appears to be acceptable.

Ferry
The Cariboo Development Region region is an inland region that except for the Margarite ferry, crossing the Fraser River, has little in the way of local issues pertaining to ferries.

REGION 5 CARIBOO
HIGHWAY RATINGS



Major Recommendations

Recommendations

Highway 97 is viewed as the major north-south connector route in the Region. It is therefore recommended that;

Highways:

- a highway programme that puts major emphasis on the enhancement and maintenance of Highway 97 be developed with funding a top priority.
- a priority highway programme that addresses the improved and separation of industrial and non-industrial traffic flows, such as by-passes and new bridges, through Prince George and Quesnel be designed and implemented.
- that the government consider, establish and implement a funding programme for the enhancement and or improvement of all the Highway 97 projects that fall into the "A" grouping (29 in total).
- funding programmes such as the Highway Revenue Sharing Programme should be increased and expanded to include the rehabilitation of roads.
- a programme be established to study and address the long term planning and solutions for improvements to the highway projects that fall into the "B" and "C" groupings.
- a programme be established to study the economic, social-economic, engineering and environmental factors to the development of new roads such as the Goat River road from Barkerville to McBride and the Highway 20 branch road from Anahim Lake to Vanderhoof.
- a co-operative programme be established to study and coordinate the existing and future transportation requirements of neighbouring Regions so that the overall transportation infrastructure of B.C. is being viewed from a global context.
- a co-operative programme be established between the various inter Ministry systems of all government agencies that are responsible or have input on transportation infrastructure (ie. Ministry of Tourism, Recreation & Culture, Ministry of Energy, Mines & Petroleum Resources, Ministry of Forest & Lands, Ministry of Transportation and Highways, Ministry of Environment, etc.)
- the continued free flow of information and co-operation, between the various local governments of the Region and the Province, be enhanced to facilitate a process of addressing grassroot level transportation concerns, issues and perspectives.

Highways

- a continual public information and consultation process be established to facilitate the timely gathering of transportation issues, concerns and perspectives of the residents of the Cariboo Region.

Air

- the Province increase the funding to the Air Transportation Assistance Programme (ATAP) to assist the many smaller communities to accommodate the Air Ambulance by the enhancement or building of faculties, adding or improving the navigational lighting system and lengthening or paving airstrips.

Rail

- the Province provide incentives to the CNR and BCR to move heavier loads via rail instead of the highway, lessening the need for road maintenance.

Ferry

- the Province continue to maintain the Margarite ferry.

Chapter 2 Introduction

Overview of the Cariboo Development Region

The Cariboo Development Region encompasses approximately 135,000 square kilometres in central British Columbia and contains a population of approximately 150,000 people.

The Cariboo Development Region is viewed as a land of friendly open people, of rolling hills and aspen, of mountains, streams and lakes with abundant timber and ranching. Most importantly, the Cariboo Development Region is viewed as a land of opportunity.

Cariboo Development Region's major highway arterial route is formed in the shape of a wish-bone that contains seven of the major communities namely: Mackenzie, Prince George, Quesnel, Williams Lake, 100 Mile House, McBride and Valemount.

In the middle of the wish-bone is the famed Wells/Barkerville area. This area, along with many others, is viewed as providing opportunities for the Cariboo Development Region to diversify its dependency on resource extraction economies to tourism.

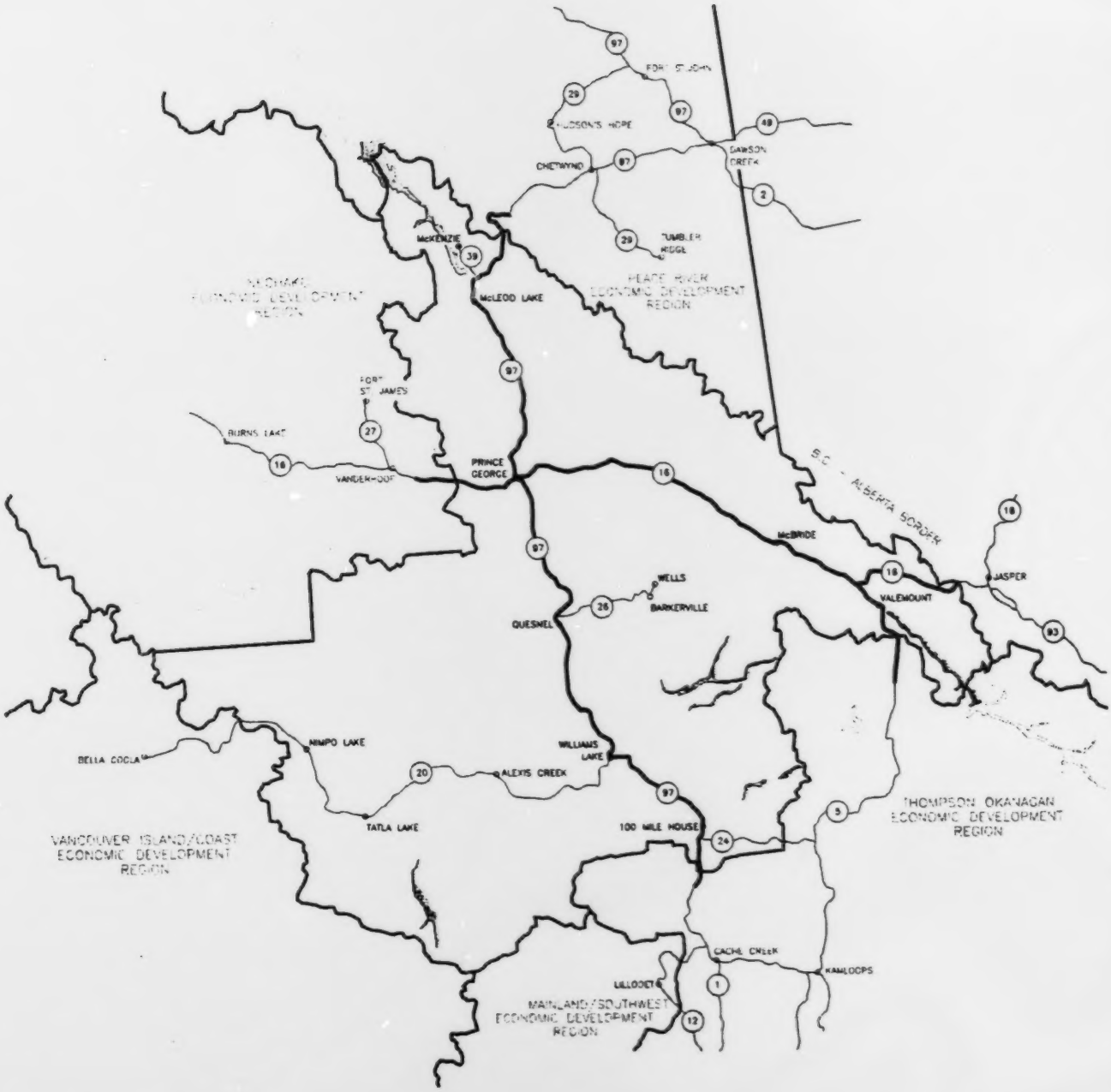
To the southwest of the wish-bone are the smaller communities of Tatla, Anahim, and Nimpo Lakes. These communities present both an environmentally and socially distinct way of life that is very rural and relaxed. The people of the Cariboo Development Region reflect the country around them as they tend to be self reliant risk takers who are attracted to a less structured, more outdoor frontier living.

The Cariboo Development Region is serviced by two major modes of transportation, highways and railways, as well as being serviced by community air infrastructure ranging from unpaved airstrips to modern major airports such as at Prince George.

The major highways, Highway 97 running north-south, Highway 16 running east-west, and Highway 20 running west to the coast from Williams Lake are viewed as economically essential by the Region. Rail service is available at all major communities with B. C. Rail running north-south and CN running east-west with a major interchange of both railways at Prince George(refer to Trunk Route Map page 11).

The Cariboo Development Region has been designated as an Economic Development Region by the Province. The land, its communities along with the commitment of all levels of government are dedicated to new investors, entrepreneurs, and families who are willing to share in the challenge and the opportunities that the Cariboo Development Region has to offer.

REGION 5 CARIBOO
TRUNK ROUTES



The Cariboo Development Region

Economic Overview

For the purposes of analysis the Cariboo Development Region's economy is very well diversified, being based on extensive forest, mineral and agricultural resources. On an area basis such diversification is evident only in the Williams Lake and Prince George area containing major trade service and manufacturing centres for this northern part of the province. A different level of diversification with emphasis on the tertiary sector are evident. In Quesnel and McBride-Valemount areas, the forest industries predominate with agriculture and tourism playing a minor but increasing role.

One Hundred Mile House, the most southerly community benefits from forestry, agriculture and increasing tourism developments such as at 108 Mile House. Mackenzie, the most northerly community is thriving on the forest industry as well as benefiting from increased activities in skiing and resource exploration.

The economy of the Region is expected to grow with continued utilization of forest resources, development of extensive mineral resources, continued growth in the agricultural sectors, through enhanced tourism and the continued development of Prince George's secondary and tertiary sector on the strength of economic expansion throughout the northern half of the Province.

Regional Uniqueness

In comparison to other regional districts within the Province, the Cariboo Development Region is unique owing to its location and preeminence in contributing to the forest economy of British Columbia. All major communities in the CDR are served by rail access and major highways that facilitate the movement of goods and services to national and international markets. The Region is served by two major railways that provide for stability and competition for its users.

Topographically, the Region has a diverse topography ranging from rugged mountains to rolling plains and semi-arid grasslands. Extending some 500 kilometres north-south and 300 kilometres east-west it encompasses an equally diverse range of climate.

Two watersheds, one draining to the Arctic and the other draining to the Pacific result in special environmental management considerations.

The Region encompasses Prince George with a greater metropolitan population of some 75,000 which makes it the largest centre outside of the Lower-mainland/Vancouver Island area. The city has grown in importance as a major service transportation centre with many government and industry regional offices located there.

The economy of the Region will benefit from improved utilization of the local forest resources; through increased development of extensive mineral resources; through increased use of the northern CNR line and the BC Rail line; through growth of the agricultural sector; through construction of reservoir and smelting facilities associated with the Kemano Completion power project; and through continued development of Prince George's secondary and tertiary sectors on the strength of economic expansion throughout the northern half of the Province.

Summary of Economic Development Activity

100 Mile House

The agricultural, forestry, tourism and mining economies contribute greatly to the 100 Mile House area. In tourism the resort and accommodation operators are looking to expand their business as tourist interest in the area grows. The forestry economy is dependent upon both the extraction and wood manufacturing industries and accounts for over 26% of the employment base in 100 Mile House. Successes with the wood manufacturing industries indicate a strong potential to expand this sector of 100 Mile House's Economy. 100 Hundred Mile House's Agricultural industry is estimated to contribute approximately 1,000,0000 per year. The mining opportunities are considered extraordinary particularly as they pertain to Timothy Mountain.

The economic outlook of 100 Mile House is encouraging and exciting. Opportunities in the resource extraction industries and the commitment to the growing tourism market by both the private and public sector ensure a prosperous future for 100 Mile House.

Williams Lake Area

On an area basis the economy is well balanced, but diversification is less evident at the community level. The forest industries constitute the most important segment of the economy, with logging widespread and processing concentrated at Williams Lake and 100 Mile House. Cattle ranching, mining and tourist industry are also significant contributors. The forest resource is near maximum harvest limits under current management practices but additional economic growth may be realized through product upgrading. Expansion of the tertiary sector has been a factor in recent growth as the economy has matured, and this is likely to be the major source of future growth.

Quesnel

The forest industries are dominant in the economy and recent growth is in large part attributable to completion of pulpmills at Quesnel in 1972 and 1981. Agriculture, mining and tourism round out the resource base, although they are of lesser magnitude than in the adjoining Williams Lake area. Quesnel and its suburbs account for most of the area's population. It is the trade and service centre as well as the location of almost all forest products manufacturing. Future growth will be tied closely to the forest industries through product upgrading, and the possibility of new mining developments.

Prince George
Prince George rapidly became the commercial centre of the northern Interior of the Province, and it is primarily in the development of this role that the City continued to expand in the 1970s and the first half of the 1980s. The pulpmills and sawmills reach out beyond the area for their wood supply and many of the surrounding communities look to Prince George as a transportation, distribution, trade, service and manufacturing nucleus. Because of its strategic location at the hub of the Province's main north-south corridor and the northern east-west corridor, the City is expected to derive substantial benefit from continuing economic expansion well beyond its borders.

Agriculture and tourism round out the economy. Forage and cattle production are the most important sources of farm revenue. Tourism is becoming an increasingly important part of the economy. With completion of the Yellowhead 16 Highway from Prince George to Jasper, and continued improvements to other highways, the annual influx of travellers has risen steadily. The outlook for all sectors is promising and Prince George, in particular, should continue to maintain a strong rate of growth.

Mackenzie
Mackenzie, with its economy based almost entirely on the forest industries, is the second-largest conversion centre with 5 large sawmills (total shift capacity of 1,205 Mfbm), a refiner groundwood mill operated by Finlay Forest Industries Ltd. (daily capacity of 500 tonnes) and a kraft pulp mill operated by British Columbia Forest Products Ltd. (580 tonnes per day capacity). Recently a newsprint mill was completed and further expansion contemplated which will impact on both rail and highway shipments.

McBride-Valemount
The McBride-Valemount economy is based primarily on the forest industries. Agriculture, Tourism, the service industries and trade round out the economy. The most important factor in the area's recent growth is the highway construction that took place in the late 1960s and early 1970s. This opened the area to commercial development, but at the same time it facilitated the movement of local timber resources to processing facilities located beyond its boundaries. The current outlook is for moderate growth on the basis of further development in all sectors.

Chapter 3 Objective of the Regional Plan

The Need to Plan

In November of 1988, the Honourable Neil Vant, Minister of Transportation and Highways, issued to British Columbia a challenge to be part of a planning process. This planning process is intended to develop a transportation network for the Province.

The Province of British Columbia Strategic Transportation Plan 1990-2000, as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather abuse have taken their toll on bridges, roads, airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as needed.

Under the auspices of the Minister of State, the regional transportation planning committees were formed in each of the eight development regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

- to determine the present and future transportation needs and priorities of each region
- to analyze issues and provide support documentation for recommended improvements
- to recommend to government a transportation plan that include short and long-term directions.

All modes of transportation, air, coastal marine, ferry, highways, ports, rail and transit were to be considered in the review. The overall goal was to produce at a regional level a report that would identify to the Minister of State transportation priorities and initiatives. The Report would also form a part of the provincial strategic planning process.

The regional transportation plans are designed to reflect the views of the region and its residents. Community input formed an integral part of the process.

Chapter 4 Process Used in Developing the Regional Plan

The Planning Process For Public Involvement

The Challenge

In October of 1988 the Ministry of Transportation & Highways received the 18 volume Delcan Report "A Transportation Planning Overview for the Province of British Columbia.

Naturally, the sub-report Volume 8: Economic Development Region 5; Cariboo Development Region, was of extreme interest to the Honourable Bruce Strachan, Minister of State Cariboo Development Region and his Advisory Council. The Ministry of State has as one of its mandates a task of stimulating economic development opportunities.

Concurrent with the release of the report in early October, the Minister of Transportation & Highways the Honourable Neil Vant announced the Freedom to Move Transportation Planning Process. The planning process was designed to provide a vehicle for representatives from all Development Regions to provide local input on transportation issues and concerns.

In order to take advantage of this planning process the Minister of State named a regional committee to develop a comprehensive transportation plan for Cariboo Development Region. In a news release dated January 12th, 1989, Mr Strachan stated "*The planning process has been initiated to improve regional transportation services across the province and to channel taxpayers' dollars equitably through every region.* " Mr. Strachan went on to say, *"The people in each community will have an opportunity to identify regional transportation priorities covering road, rail, air and water routes.* "

The challenge was issued and the process was: getting the word out, setting up the process for information gathering, and the organization and preparation of a report to present the findings.

Getting the Word Out

The Cariboo Development Region is a large region that encompasses a diverse and distinct set of communities. After naming eighteen prominent Cariboo Development Region citizens to a Regional Transportation Planning Committee, chaired by Mayor Bill Whalley of Mackenzie, the challenge was to inform as many of the Cariboo Development Region residents about the intent of the information gathering process and the need for their involvement.

The Committee, with the assistance of a consultant and government staff, prepared a set of press releases and advertisements that were used by local newspapers and radio stations. Each of the Committees eighteen representatives, well known in their respective communities, were required to spread the word to their many contacts and ensure that their community was as aware, as possible, given the vastness of both the region and the process.

The Information Gathering Process

Announcements were made in the press to permit an information gathering process to begin. The Regional Transportation Planning Committee decided to hold public meetings in communities drawing upon input from residents and businesses in the associated areas of: 100 Mile House, Williams Lake, Anahim Lake, Tatla Lake, Quesnel, Valemount, McBride, Prince George, Bear Lake, and Mackenzie.

The information gathering process began on April 10th and concluded on April 26th. The process included holding afternoon and evening meetings held in each of the larger communities whereas a single meeting was held in each of the communities of Tatla Lake, Anahim Lake, Bear Lake and McBride.

Written and oral submissions were called for with the written submissions being given a submission deadline of May 10, 1989 which allowed for over a one month time preparation to make a submission. Submissions were received up to the drafting of this report. The public meetings were taped to provide an accurate account of the oral submissions.

Report Analysis

The submissions both written and oral were organized into a draft report by a consultant whose mandate was to provide an accurate synopsis of all the transportation issues and concerns. A table of all identified transportation projects and initiatives was presented to the Regional Transportation Committee on June 1, 1989 in Quesnel. The Committee priorized these transportation projects and initiatives using the following criteria:

The transportation projects and issues were listed in a table matrix and assigned a project number. The systematic numbering of each project used the following formula.

- Example: 5H001

The first number identified the region as Region 5 Cariboo Development Region

The first letter (in this case H) identified the project as a highway project. Other letters used and their meanings were as follows:

- A = Air Transportation
- C = Costal Transportation
- F = Ferries
- H = Highways
- P = Ports (marine)
- R = Rail Transportation
- T = Transit

The last three numbers represent a project number and are based solely on the systemic identification of the projects and not on any preconceived priority or importance. Each project was identified or categorized to whether it was:

- R = Rehabilitation
- I = Improvement
- NF = New Facility

As stated in the meeting held in Quesnel on June 1st, the Regional Transportation Committee (RTC) evaluated and priorized each of these projects based upon the following set of variables and rating system.

List of Variables

- Regional Significance
- Socio-Economic Impact
- Environmental Impact
- Safety Factor
- Time

Assigning a factor of -2 to +2 to the project which would rate it out of a maximum of 10 points the RTC then categorized each project into an A, B, or C group according to a rating factor

Project Rating Guide

As stated each project was rated using the following expanded set of variables to determine its value between -2 to +2 where;

- -2 substantial negative impact
- -1 some negative impact
- 0 no impact - good or bad
- +1 generally positive impact
- +2 substantial positive impact

Regional Significance

- Is this a regional or a local project?
- How will this project impact regionally (Positive/Negative)

Social Economic

- What are the major economic benefits of the proposed projects?
- The benefits could consider one or more of the following:
  - improved access to resources
  - improved access to markets
  - enhanced competitiveness
  - enhancement of tourism
  - job creation (construction and permanent)
  - project expenditures in region
  - project expenditures in B. C.
  - improved efficiency
  - improved public safety
  - advancement in transportation costs
  - prevention of service deterioration
  - energy conservation

Environmental Impact

- increase or decrease in pollution
- deforestation and/or disturbance or destruction of wildlife habitat
- significant changes to natural topography

Safety Factor

- Is there an immediate safety need?
- Is there a structural need?

Time

When could this commence

- 1year---(+2) points
- 3year---(+1) point
- 5year---(0) points
- 7year---(-1) point
- 10year--(-2) points

Grouping
After the various projects had been rated for each variable, they were grouped using the following criteria;

- A Groups will have scores of 7-10
- B Groups will have scores of 4-6
- C Groups will have scores of 0-3 and below

Within the major projects such as Highway 97, subsets of these were rated to determine whether they deserved the same or alternative priority of the overall project. For example a by-pass proposal on Highway 97 may or may not have equal rating as the overall highway.

Groupings Defined

- Group A
  - Projects in this group have regional significance, high social and economic impact, low environmental impact, a high safety factor and generally these projects require immediate attention.
- Group B
  - Projects in this group have less of a regional significance, less social, and economic impact, may have some environmental impact, a lower safety component and require commencement of initial planning and may be medium to long term in nature.
  - Note: B projects have the potential of moving to A projects within the next two years.
- Group C
  - Projects in this group are of lesser regional significance, lesser social and economic impact, could have major environmental impacts and are long term in nature.
  - Note: C could be moved to B within the next five years.

Submissions & Public Meetings
Public meetings and formal submissions formed an integral part of the information gathering process. The submissions, both verbal and written portray the impressions and perspectives of the transportation systems as viewed by residents and operators of businesses throughout the Development Region. The relevant suggested projects and resulting initiatives as extracted from the submissions are depicted in Chapters 6 and 7 which follow.

Additional statistical data was obtained from various agencies including the Ministry of Transportation & Highways and Ministry of Regional Development

Chapter 5 Transportation Issues

Delcan's Transportation Issues

The discussion and subsequent investigation of transportation issues has been raised by the Delcan report which provided an overview of the Provincial and Regional transportation data.

Viewed primarily as a status report or starting point, the Delcan report formed an important base upon which to draft the strategic plan.

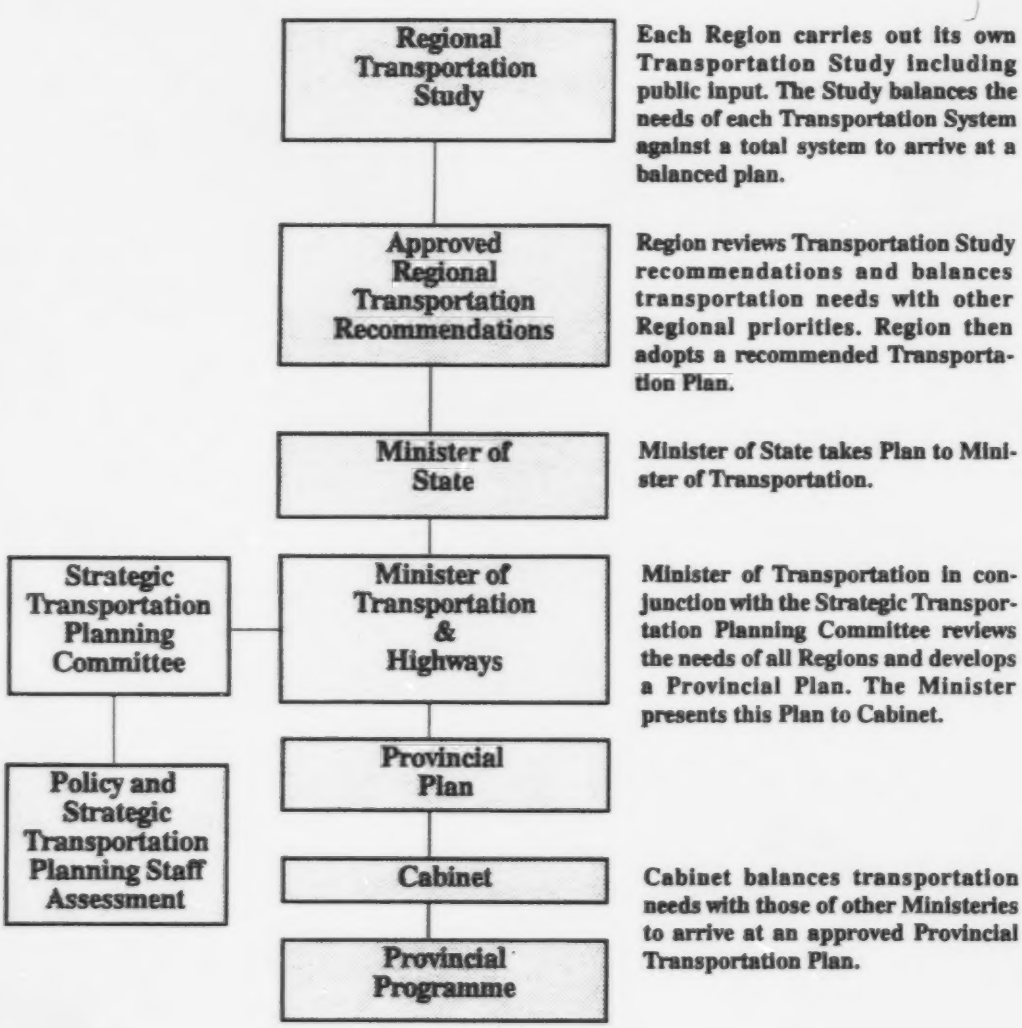
The recommended transportation planning process is depicted in the excerpt from Volume 8 -(refer to Planning Process Flow Chart page 22.) The framework is meant to be on-going so that the Province and Development Regions can each prepare short and medium term plans which can be continually revised and updated on an annual basis to allow for changing circumstances and new issues.

Delcan's Planning Process Flow Chart (refer to page 22) illustrates the air, inland ferries and possible new links whereas the Air, Inland Ferry, Rail Road andTransit Map (refer to page 23) illustrates the importance of the transportation infrastructure to the Region.

The Regional Transportation Committee having completed their own analysis based upon extensive meetings and submissions have identified the specific issues as seen in the Region. These are discussed more fully and rated in Chapter 6 and 7 as either projects or initiatives, the latter being potential policy actions.

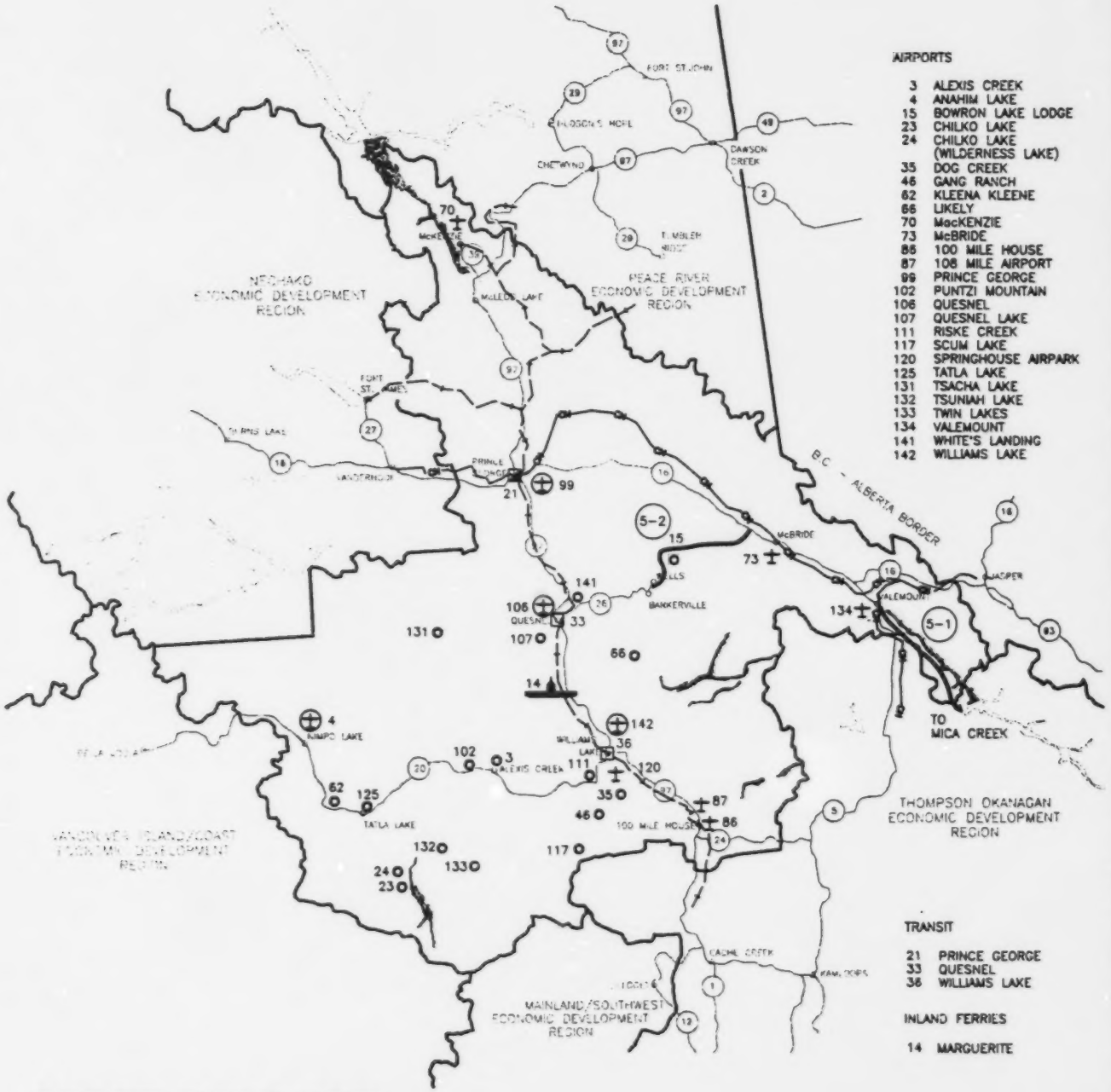
Regional Transportation Planning Process

Planning Process Flow Chart


Regional Transportation Study
Each Region carries out its own Transportation Study including public input. The Study balances the needs of each Transportation System against a total system to arrive at a balanced plan.
Approved Regional Transportation Recommendations
Region reviews Transportation Study recommendations and balances transportation needs with other Regional priorities. Region then adopts a recommended Transportation Plan.
Minister of State
Minister of State takes Plan to Minister of Transportation.
Strategic Transportation Planning Committee
Minister of Transportation & Highways
Minister of Transportation in conjunction with the Strategic Transportation Planning Committee reviews the needs of all Regions and develops a Provincial Plan. The Minister presents this Plan to Cabinet.
Provincial Plan
Policy and Strategic Transportation Planning Staff Assessment
Cabinet
Cabinet balances transportation needs with those of other Ministeries to arrive at an approved Provincial Transportation Plan.
Provincial Programme

REGION 5 CARIBOO

AIR, INLAND FERRY, RAIL, ROAD AND TRANSIT



Chapter 6 Proposed Transportation Projects

Identified Projects

The field submissions, both written and oral, gathered from the Public Hearings were organized into a table matrix and prorized by the RTC in Quesnel on June 1st.

A table of all identified transportation projects was designed and broken down into the following categories:

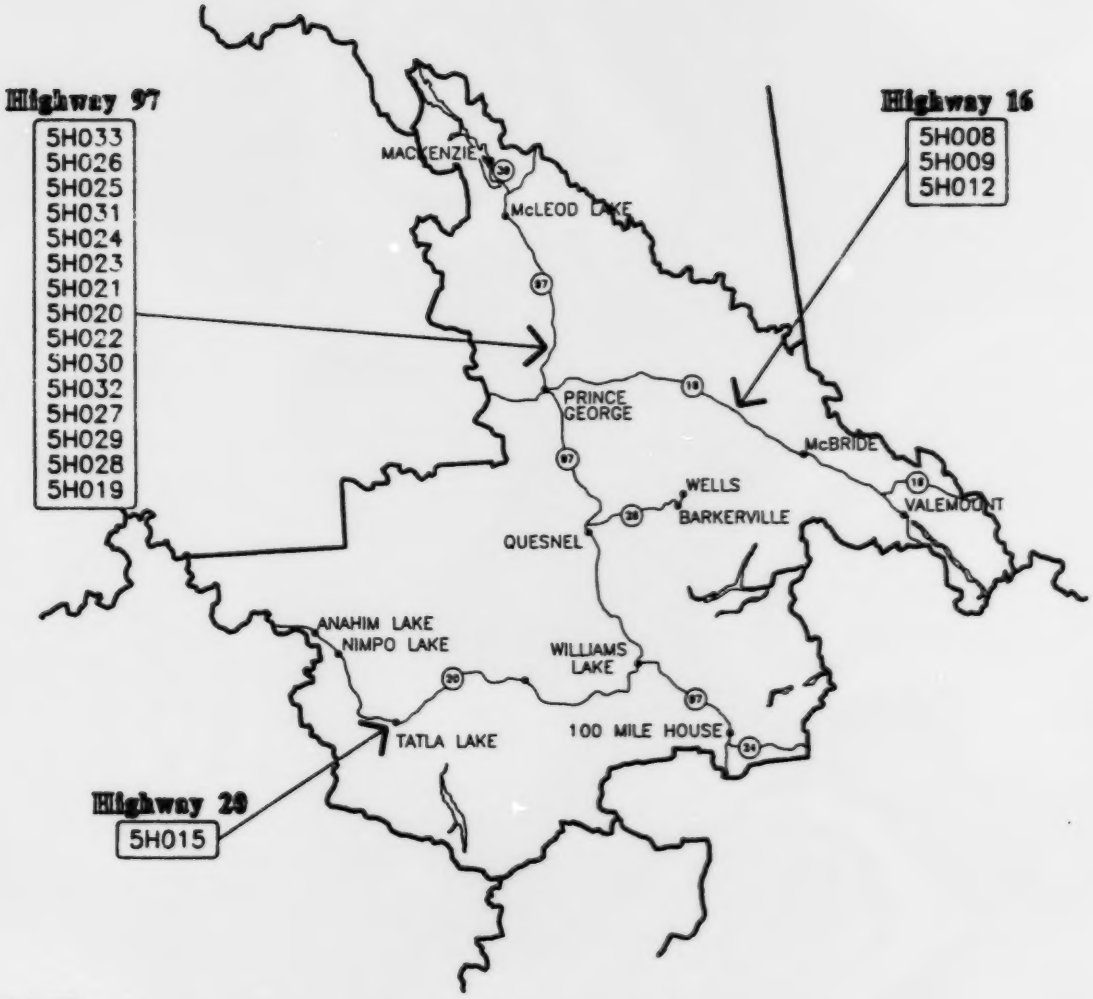
- H = Highways
  - a total of 75 projects which included 29 "A" category projects, 43 "B" category projects and 32 "C" category projects (refer to "A" Rated Highways Map page 25).
- A = Air Transportation
  - a total of 12 projects were identified which included 5 "A" category projects, 3 "B" category projects and 4 "C" category projects (refer to "A" Rated Air & Ferry Projects Map page 26).
- R = Rail Transportation
  - a total of 3 projects were identified all of which were "C" category projects.
- F = Ferries
  - 1 project was identified which was an "A" category project.

The main highways such as Highway 5 ("B" rating) Highway 16 ("B" rating) Highway 20 ("C" rating) Highway 24 ("B" rating) Highway 39 ("B" rating) and Highway 97 ("A" rating) were rated overall.

Within the major projects such as Highway 97, subsets projects of these were rated to determine whether they deserved the same or alternative priority of the overall project. For example a by-pass proposal on Highway 97 may or may not have equal rating as the overall highway.

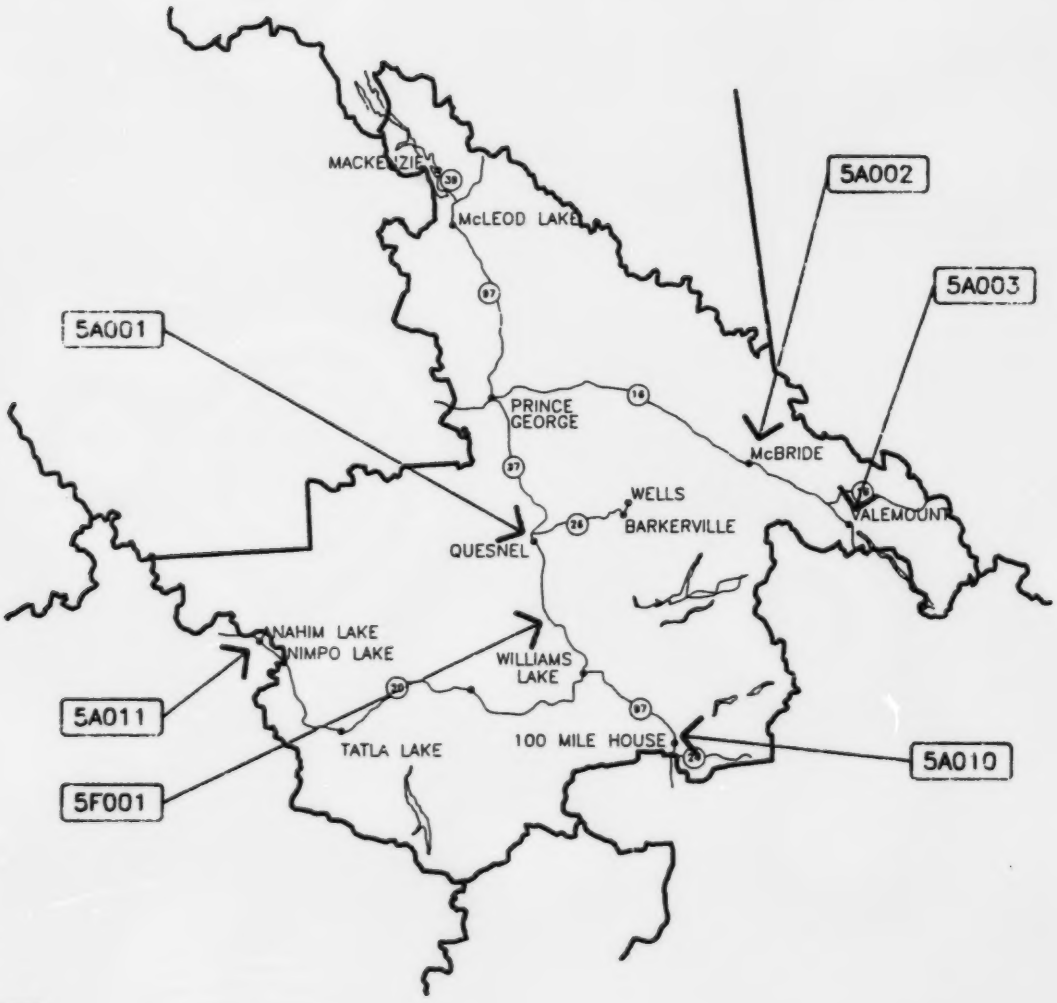
REGION 5 CARIBOO

"A" RATED HIGHWAY PROJECTS



REGION 5 CARIBOO

"A" RATED AIR & FERRY PROJECTS



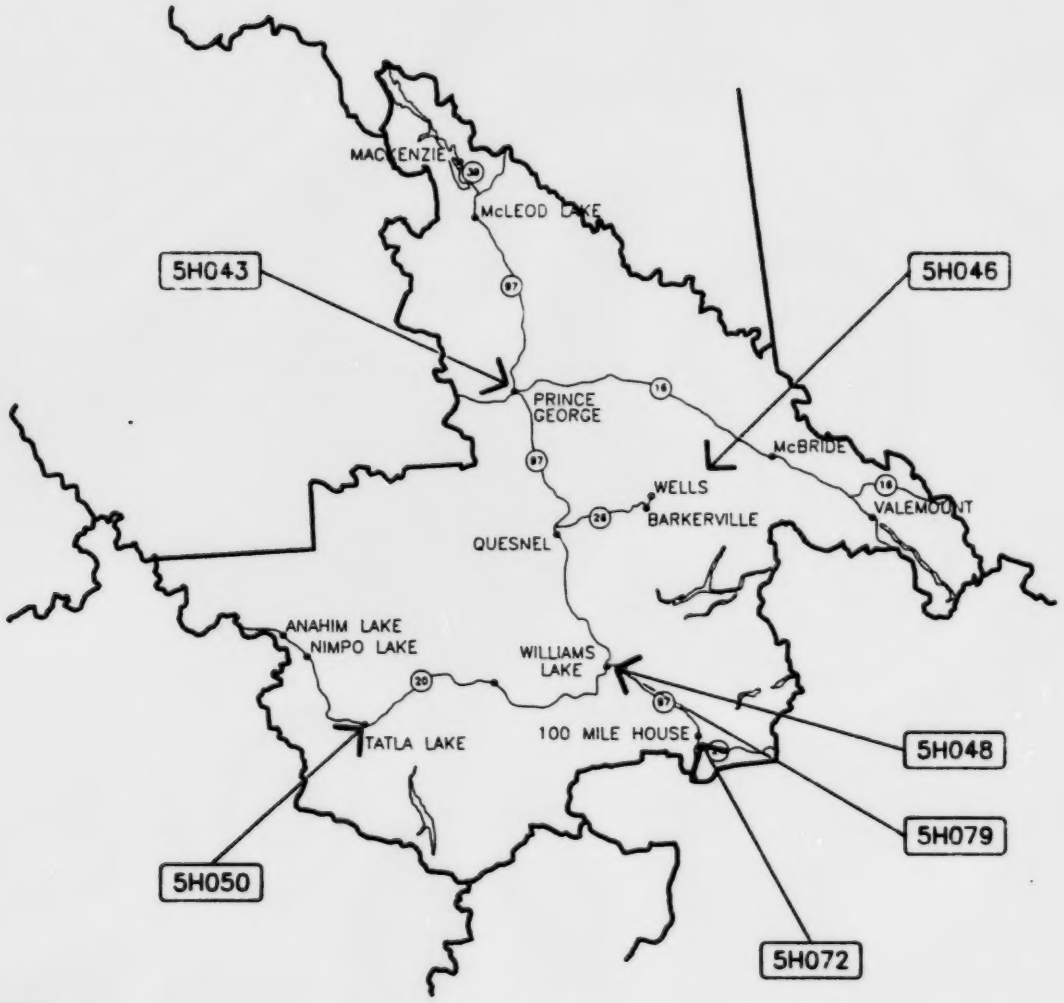
Groupings Defined

- Group A
  - Projects in this group have regional significance, high social and economic impact, low environmental impact, a high safety factor and generally these projects require immediate attention.
- Group B
  - Projects in this group have less of a regional significance, less social, and economic impact, may have some environmental impact, a lower safety component and require commencement of initial planning and may be medium to long term in nature.
  - Note: B projects have the potential of moving to A projects within the next two years.
- Group C
  - Projects in this group are of lesser regional significance, lesser social and economic impact, could have major environmental impacts and are long term in nature.
  - Note: C could be moved to B within the next five years.

All the identified highways, air, rail and ferry projects are identified and presented in the following table and accompanying illustrations. (refer to Mapes "A" Rated New Roads & Projects on page 28 and Region 5 Cariboo "A" Rated Bridge Projects on page 29)

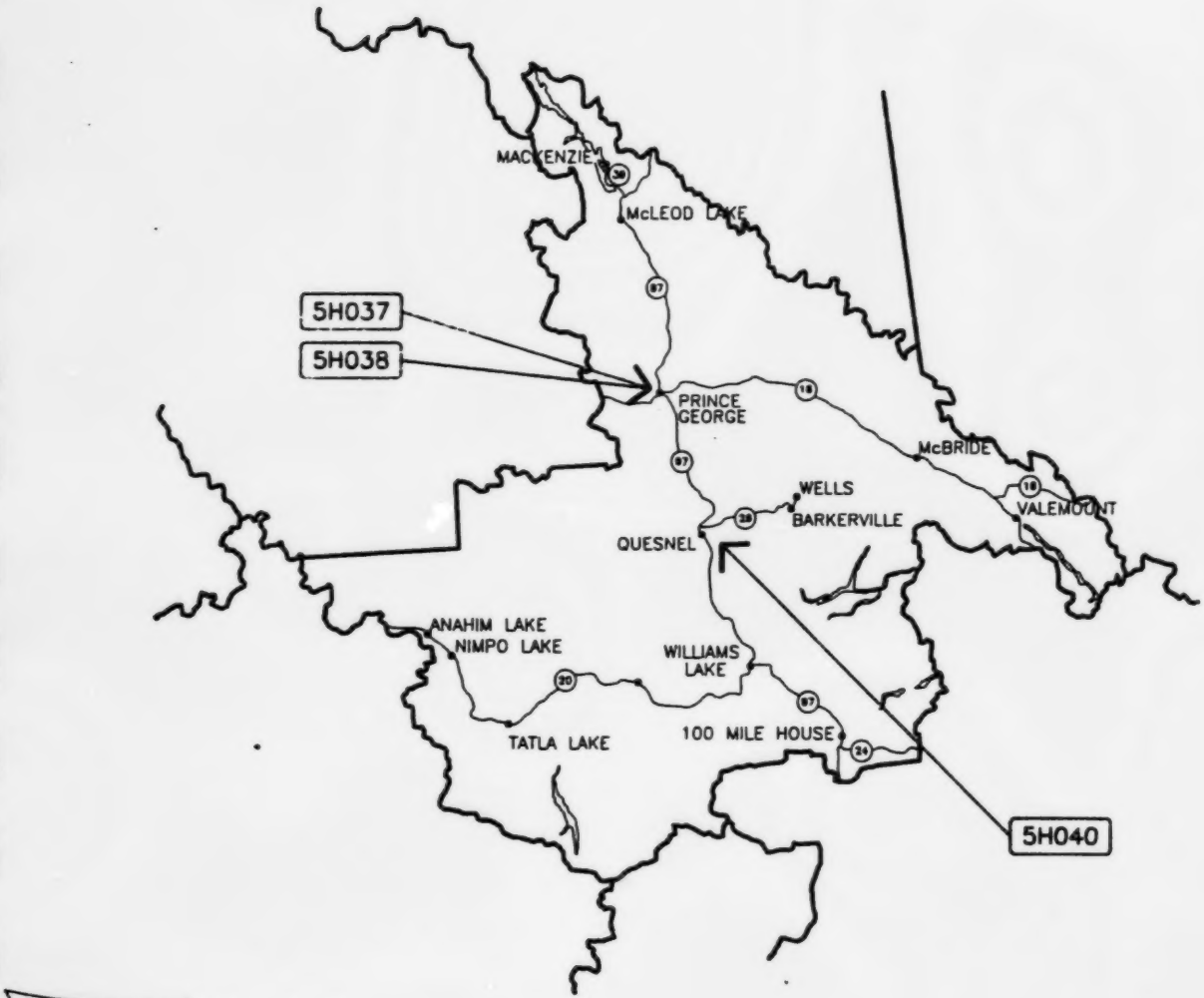
REGION 5 CARIBOO

"A" RATED NEW ROADS AND PROJECTS



REGION 5 CARIBOO

"A" RATED BRIDGE PROJECTS



Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Highway Ratings	Highway 5	5H001								
				+2	+6	0	+7	+10	25/5=5	B
	Highway 16	5H002								
				+7	+10	0	+7	+5	29/5=5.8	B
	Highway 20	5H003								
				+2	0	0	+6	-1	7/5=1.4	C
	Highway 24	5H004								
				+4	+7	+3	+2	+7	23/5=4.6	B
	Highway 39	5H005								
				+2	+4	+2	+5	+4	17/5=3.4	B
	Highway 97	5H006								
				+10	+10	+2	+6	+7	35/5=7	A
Highway Projects	Highway 5 improvements generally required such as improved road side parking facilities for snow mobilers, tourist with trailers, etc.	5H007	R							
				___	___	___	___	___	___	B
	Highway 16 improvements required generally particularly as they pertain to the dangerous curves at Catfish, Dome and Hungary Creeks as well as a greater number of rest areas.	5H008	I							
				___	___	___	___	___	___	A

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Highway Projects	Highway West Twin River, a decrease in the degree of curves, better bridge approaches and improved grades.	5H009	R	—	—	—	—	—	—	A
	Highway 16 improved lighting through McBride	5H010	I	—	—	—	—	—	—	B
	Highway 16 improved access to highway in McBride	5H011	I	—	—	—	—	—	—	B
	Highway 16/Highway 5 interchange improvements	5H012	I	—	—	—	—	—	—	A
	Highway 16 Install luminairs from Domano Blvd to east of the Yellowhead Bridge	5H013	R	—	—	—	—	—	—	B
	Highway 20 (Williams Lake to Bella Coola) complete paving the entire length.	5H014	I	—	—	—	—	—	—	C
	Highway 20 improvements to the road through the Village of Tatla Lake	5H015	I	—	—	—	—	—	—	A

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Highway Projects	Highway 20 construct alternative route down the Bella Coola Hill	5H016	I	—	—	—	—	—	—	C
	Highway 24 Pave from 100 Mile House to Little Fort	5H017	I	—	—	—	—	—	—	B
	Highway 39 pave from the 39/97 junction to Gantahaz sub-division (Mackenzie)	5H018	I	—	—	—	—	—	—	B
	Cache Creek to 100 Mile House build more passing lanes	5H019	I	—	—	—	—	—	—	A
	Highway 97 four lane highway from the Fraser river bridge to Sintich Road (Prince George)	5H020	I	—	—	—	—	—	—	A
	Highway 97 improve access to and from the weigh scale in the B.C. Rail industrial site in Prince George.	5H021	I	—	—	—	—	—	—	A
	Highway 97 install luminairs from Sintich road to Northwood Pulp road in Prince George.	5H022	I	—	—	—	—	—	—	A

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Highway	Highway 97 construct an interchange at Highway 16 and 5th Avenue and Highway 97 in Prince George.	5H023	NF	—	—	—	—	—	—	A
	Highway 97 construct pedestrian overpasses or by-pass between 5th Avenue and 10th Avenue and 15th Avenue and 22 Avenue in Prince George.	5H024	I	—	—	—	—	—	—	A
	Highway 97 Improve access to the rest stop at Summit Lake.	5H025	I	—	—	—	—	—	—	A
	Highway 97 construct a BCR railway overpass (south of Bear Lake)	5H026	I	—	—	—	—	—	—	A
	Highway 97 install luminairs along highway 97 through Williams Lake	5H027	I	—	—	—	—	—	—	A
	Highway 97 improvements north of Lac La Hache and Prince George.	5H028	I	—	—	—	—	—	—	A
	Highway 97 improve north entrance intersection to 108 Ranch.	5H029	I	—	—	—	—	—	—	A

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Highway Projects	Construct a Quesnel By-pass so that it favours the existing north-south route of Highway 97 facilitating the continued, essential and logical flow of north-south traffic.	5H030	NF							
	Highway 97 improvements to the by-pass in Prince George.	5H031	I	—	—	—	—	—	—	A
	Highway 97 relocate the Williams Lake weigh scales	5H032	I	—	—	—	—	—	—	A
	Highway 97 increase the number of passing opportunities (ie truck lanes) generally	5H033	I	—	—	—	—	—	—	A
Bridge Projects	Construct Nechako Bridge to connect Highway 16 east to 97 north (Prince George)	5H034	NF							
	Construct addition lanes on the Moffit Street Bridge (Quesnel)	5H035	I	—	—	—	—	—	—	C
				—	—	—	—	—	—	B

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Highway Projects	Construct a pedestrian bridge over the Fraser River at Dome Creek	5H036	NP	—	—	—	—	—	—	C
	Four lane the Fraser River bridge in Prince George.	5H037	I	—	—	—	—	—	—	A
	Four lane the Nechako River bridge in Prince George.	5H038	I	—	—	—	—	—	—	A
	Conduct a feasibility study to ascertain the viability of constructing a new bridge across Williston Lake (Mackenzie)	5H039	NP	—	—	—	—	—	—	C
	Build a new bridge across Fraser river to give access to the Quesnel industrial area	5H040	NP	—	—	—	—	—	—	A
	Replace the Churn Creek Bridge (100 Mile House)	5H041	I	—	—	—	—	—	—	C

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
New Roads or Projects	Construct at Pacific Street underpass a BCR Industrial site in Prince George.	5H043	NF	—	—	—	—	—	—	A
	Complete forestry roads between Vanderhoof and Anahim Lake	5H044	I	—	—	—	—	—	—	C
	Build a connector road from Barkerville to McBride following the Goat River.	5H045	NF	—	—	—	—	—	—	C
	Conduct an economic, engineering and environmental feasibility study to ascertain the viability of the building the Goat River Road from Barkerville to McBride.	5H046	NF	—	—	—	—	—	—	A
	Build other alternate routes from the Interior to the southern coast.	5H047	I	—	—	—	—	—	—	C
	North end truck route in Williams Lake (Highway 97 to Mackenzie Avenue).	5H048	NF	—	—	—	—	—	—	A
	Build a new road from Eagle Lake to Tatla Lake.	5H049	NF	—	—	—	—	—	—	C

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
By-Pass	Build a by-pass road for Tatla due to logging trucks coming through town.	5H050	NF	—	—	—	—	—	—	A
	Construct a road from Valemount to Revelstroke.	5H051	NF	—	—	—	—	—	—	C
	Build a Prince George by-pass connecting Highway 97 south with highway 16 west and 16 east.	5H052	NF	—	—	—	—	—	—	C
	Construct new highway from Prince George to Tumbler Ridge.	5H053	NF	—	—	—	—	—	—	C
	Construct a new highway from Mackenzie to Powder King.	5H054	NF	—	—	—	—	—	—	C
	Construct a highway up the Rock Mountain trench from Mackenzie to Watson Lake.	5H055	NF	—	—	—	—	—	—	C
	Improve the Lucielle access road (McBride).	5H056	I	—	—	—	—	—	—	C
	Improvements to the road Dunster-Shere-Tete Jaune.	5H057	I	—	—	—	—	—	—	C

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Highway Projects	Improve the Canoe Forest road (Valemount).	5H058	I	—	—	—	—	—	—	B
	Improve the upper Mud River road and the intersection at Highway 16. (Prince George)	5H059	I	—	—	—	—	—	—	B
	Complete road from Longworth to Penny to Dome Creek.	5H060	I	—	—	—	—	—	—	C
	Connect Darby road to the Barney Creek Road (Bear Lake).	5H061	NF	—	—	—	—	—	—	C
	Pave the Hart Lake road at Bear Lake.	5H062	I	—	—	—	—	—	—	C
	Improve the Adams road (Summit Lake).	5H063	I	—	—	—	—	—	—	C
	Connect Eddy Road to First Avenue in McBride .	5H064	NF	—	—	—	—	—	—	C
	Construct a road from Hixon to Fort Fraser.	5H065	NF	—	—	—	—	—	—	C

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Highway Projects	Improve the Blackwater road (Quesnel to Prince George).	5H066	I							C
	Relocate the Horn Lake/Bluff Lake road(Tatla Lake).	5H067	I							C
	Improve Morrison Meadow Road(Anahim Lake).	5H068	I							C
	The road from Anahim to Tweedsmuir Park needs improvement.	5H069	I							C
	Improve the road to Black Dome (100 Mile House).	5H070	I							C
	Build a road from Canim to Hoods Lake to Mahood Lake to Wells Grey Park.	5H071	I							C
	Improve Exeter Road (100 Mile House).	5H072	I							A
	100 Mile House to Williams Lake to Quesnel needs improving.	5H073	I							A

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Highway Projects	Mount Timothy Ski Hill road requires improvement. (100 Mile House)	5H074	I	—	—	—	—	—	—	**B**
	Improve the road into Green Lake. (100 Mile House)	5H075	I	—	—	—	—	—	—	**C**
	Improve the road to the Gang Ranch from 100 Mile House.	5H076	I	—	—	—	—	—	—	**C**
	Improve the Horse Lake Road. (100 Mile House)	5H077	I	—	—	—	—	—	—	**C**
	Install guard rails at Rainbow resort on the Canim Lake Road. (100 Mile House)	5H078	I	—	—	—	—	—	—	**B**
	Four lane Mackenzie Avenue in Williams Lake.	5H079	I	—	—	—	—	—	—	**A**
Resource Roads	Improve the road to the Findlay Bay area. (North of Mackenzie).	5H080	I	—	—	—	—	—	—	**C**

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Resource Roads	Improve the Pack River Road. (Mackenzie area)	5H081	I	—	—	—	—	—	—	C
Air	Improve airport terminal in Quesnel.	5A001	I	—	—	—	—	—	—	A
	Improve the airstrip in McBride in order to facilitate the B.C. Air Ambulance.	5A002	I	—	—	—	—	—	—	A
	Pave the Valemount airstrip.	5A003	I	—	—	—	—	—	—	A
	Navigational aids for the airport in Prince George and general improvements to terminal, runways.	5A004	I	—	—	—	—	—	—	B
	Construct an airstrip at Bear Lake.	5A005	NF	—	—	—	—	—	—	C
	Install radio beacons for aircraft near Mackenzie.	5A006	I	—	—	—	—	—	—	C
	Improvements to the float plane facilities in Mackenzie.	5A007	I	—	—	—	—	—	—	C
	Extend pavement on the Mackenzie airstrip.	5A008	I	—	—	—	—	—	—	C

Chapter 6 Proposed Transportation Projects

Project Type	Project Description	Project Identification	Project Category	Regional Significance	Social Economic	Environmental Impact	Safety Factor	Time	Rating	Group A/B/C
Air	Emergency strip required between Quesnel and Nazko.	5A009	NF	—	—	—	—	—	—	B
	Navigational aids to 108 airstrip with continued improvements to existing facilities.	5A010	I	—	—	—	—	—	—	A
	Improve facilities an Anahim Lake airstrip.	5A011	I	—	—	—	—	—	—	A
	Extend the runway and generally improve Barkerville airstrip	5A012	I	—	—	—	—	—	—	B
Rail	Improve the BCR line in to Mackenzie	5R001	I	—	—	—	—	—	—	C
	Improvements to B.C. Rail Station Exeter (100 Mile House).	5R002	I	—	—	—	—	—	—	C
	Investigate feasibility of rail route to Bella Coola	5R003	NF	—	—	—	—	—	—	C
Ferry	Maintain the Marguerite Ferry	5F001	I	—	—	—	—	—	—	A

Chapter 7 Project Initiatives

The Initiative Process

An initiative is a policy statement that leads to a change in the way things are done. It does not, at time of proposal, involve construction, but would usually results in changes to legislation, regulations or policy.

Unlike the transportation projects the initiatives are not rated or prioritized. They are straightforward comments on issues relating to highway, air, rail and ferry transportation infrastructure.

The RTC reviewed over 80 highway, air, rail and ferry initiatives in their Quesnel meeting held on June 1st.

These initiatives were evaluated on three criteria;

- were they within the Cariboo Region.
- were they of Regional significance
- did they provide viable identified options for the Province to consider.

The following table is a summary of the initiatives .

Chapter 7 Cariboo Transportation Committee Initiatives

Initiative Type	Initiative Description	Initiative Identification	Initiative Category
Highway By-Passes	Policy should be true bypasses around main cities and towns - maintain them as bypasses and do not allow urban development around.	5H01i	
Rest Areas	There should be an adequate number of rest areas north of Prince George on all major highways strategically located not loser than 50 km and full facilities in rural areas.	5H02i	
Education	There should be public education on how to use active forestry roads.	5H03i	
Overpass & Underpasses	Construction of pedistrian overpasses and underpasses should be provided where warranted.	5H04i	
Safety	Provide safe facilities adjacent to high-ways for heavy bicycle and pedistrians use.	5H05i	

Chapter 7 Cariboo Transportation Committee Initiatives

Initiative Type	Initiative Description	Initiative Identification	Initiative Category
Icing	Investigate solutions to alternative useages and/or methods of de-icing highways that presently require the use of salts.	5H06i	
Funding	Increase funding the installation of concrete curbings within the communities.	5H07i	
Design Standards	Lower the criteria standards for the installation of guard rails.	5H08i	
	Increase the design standards of side road access to major highways.	5H09i	
School Buses	Increase public education concerning the dangers of passing school buses when loading and unloading passengers	5H010i	

Chapter 7 Cariboo Transportation Committee Initiatives

Initiative Type	Initiative Description	Initiative Identification	Initiative Category
Funding Programmes	Govenment should increase funding to the Revenue Sharing Program and expand it to include rehabilitation. The committee appreciates and fully supports the need for continual upgrading of the side road system in the Cariboo by providing increased funding for the Highway District Rehabilitation Program.	5H011i	
Signage	Sign and sign pads should be designed in such a way that they are more visible and easily maintained in the winter months.	5H012i	
Planning	Transportation plan must be an ongoing process.	5H013i	
	Transportation plan must be a public process.	5H014i	
Tenders	Processing should be on a ongoing basis. Should increase support of last year's successful programme.	5H015i	

Chapter 7 Cariboo Transportation Committee Initiatives

Initiative Type	Initiative Description	Initiative Identification	Initiative Category
Parks	Improve access to major resorts and parks.	5H016i	
Highway Lighting	All major highway intersection should have adequate lighting. As technology becomes available, update lighting process.	5H017i	
Road	The Ministry of Highways should increase their assistance to small municipalities in the development and construction of frontage road access.	5H018i	
Roads	Increase the federal and provincial revenue sharing programme.	5H019i	
	Decisions on major forest, mining, or access roads should take into consideration the future possibility of their becoming part a of the Regional major highway network.	5H020i	

Chapter 7 Cariboo Transportation Committee Initiatives

Initiative Type	Initiative Description	Initiative Identification	Initiative Category
Landscaping	Better landscaping for the highways in and around the Cities or Villages as this should be an essential part of new construction and continuing improvements to the highway network and encourages the inclusion of funds dedicated to this end in new projects and continuing maintenance.		
Air	Continue and increase funding for the Air Transportation Assistance Programme (ATAP).	5A01i	
	Airlines should be encourage to increase the number of flights to the Northern Communities.	5A02i	
	Dash type aircraft should have priority landing priviledges.	5A03i	
Ferries	Maintain the Marguerite Ferry.	5F01i	

Chapter 7 Cariboo Transportation Committee Initiatives

Initiative Type	Initiative Description	Initiative Identification	Initiative Category
Ferries	Co-ordination and cooperation between American and Canadian Ferry operators with package arrangements, easier reservation arrangements, etc., should be made.	5F02i	
	Adequate, updated information on ferry runs should be provided.	5F03i	
Rail	A policy to develop a long range program for BCR passenger service should be made. The CNR should be encouraged to move heavy loads which are currently travelling via highway to the railroad.	5R01i	
Rail	Greater utilization of the rail services for transportaion of goods should be encouraged.	5R02i	
	In addition to the freight division of the rail, passenger service is crucial and should be enhanced.	5R03i	

Chapter7 Cariboo Transportation Initiatives

Initiative Type	Initiative Description	Initiative Identification	Initiative Category
Rail	Encourage the enhancement of passenger rail travel, and encourage BCR to consider coordinating service with VIA Rail by interlocking schedules and by using the downtown station building, making any necessary track improvements to do so.	5R04i	
	The Province should support the improvement of passenger rail travel as an alternative to highway and air travel, by improving the rolling stock and station facilities on the BCR as well as on the VIA Rail service on the "Skeena".	5R05i	
Bus	The provincial government should form a committee to study the use of funds to transport the disabled in order for systems to be better co-ordinated and funds more efficiently used.	5T01i	
Transit for Handicapped People	Public transportation on Sunday, and Carefree, the handy DART operator in Prince George, should be made available.	5T01i	

Chapter 8 Conclusions

Summary of Conclusions

There are four main conclusions that have been identified by the Public Hearings held in the Cariboo on transportation issues. They are:

- The Province has designed an acceptable and highly functional transportation infrastructure for the Cariboo Region.
- The Province needs to enhance and maintain the existing highway systems, particularly Highway 97, as its top priority.
- The Province needs to improve and enhance the many community airstrips that are seen as vital economic contributors, that reduced isolation and accommodate Medivac services in the Cariboo Region.
- The Province needs to study and plan for the development of future roads to accommodate the need for the Region to diversify its economy from a reliance on resource extraction to tourism and other sectors.

The Cariboo, as identified by the many people who made written and/or oral submissions, is an exciting and challenging Region to live in.

Realizing that there is a limit to the funding capital the Province has for highways the people of the Region, quite responsibly, have mandated that the priority of capital expenditures address those highway needs that address their existing economies. The highway system, particularly Highway 97, is vital to these existing economies as well as Cariboo's future economies such as tourism. Therefore, the maintenance and enhancement of these highways are foremost in their minds.

However, the Region's people are also mindful of changing conditions and are looking to the future of their Region. After experiencing the effects of the recession in the early part of this decade they are reluctant, and unwilling, to totally depend on resource extraction industries.

In summary, the people of the Cariboo Region need, and want, to be involved in a comprehensive transportation planning process that takes into consideration: the changing times that they are presently experiencing; the need to diversify their economies through better transportation infrastructure; and a forum for them to present, to government, their issues, concerns and perspectives on the Cariboo's transportation system.

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